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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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of Czech Railways

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1. The efficiency of equipment in the Czechoslovak State Railways (CSD) is much less today than it was before World War II. Most equipment is older, break-downs are more frequent and repairs take longer. Inefficient equipment results in inefficient operation in several departments, but intensification of operations has equalized the effect. In short, the poor condition of most of the equipment is troublesome to many areas of operation, but does not prevent the Czech railways from meeting their obligations.
2. In the event mobilization or other emergency conditions should greatly increase the requirements for rail traffic, the railways will meet the demand. A reserve freight capacity is hidden in the rather extensive passenger traffic now moving, most of which is non-essential. This can be greatly reduced, vacating locomotives and schedule times for emergency freight or military personnel traffic. Another reserve lies in the safety regulations; the speeds of trains can be increased, giving a considerable increase in potential capacity. the CSD will meet any requirements the Soviets may foreseeably impose on it.
3. There are limitations in nearly every department of the present rail transport system of Czechoslovakia, but none is considered grave. Rolling stock, locomotives, rails, signal equipment and spare parts are all in short supply, but Czech industry can supply all necessary quantities of all these items whenever they become short enough to warrant reallocation of priorities. All the Czech industry would need is time and materials. The greatest shortage is probably in signal equipment.

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50X1-HUM

- 2 -

4. The Czech heavy industry manufactures a certain amount of rolling stock, much of which is exported to the Satellites and the USSR. None is sent to the west, but two or three locomotives were sent [ ] in 1951.
5. Between 1945 and 1951, Czechoslovakia built at least 850 new locomotives and 13 thousand new freight cars, and rolled a considerable tonnage of new rails. A large part of total production went to the USSR, Poland and other Satellites. Locomotives and cars were built by SKODA and CKD; rails were rolled at Kladno and [ ].

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Locomotive Production  
1945-1951

Type	Units
5340	500
4750	200-250
475	125 (Not a successful model.)
555	-?- (The old [ ] Type 52.)
	850 Plus

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6. Diesel locomotives are little used in the CSD except for passenger traffic. There were about 70 Diesel locomotives in service in 1951. These were classified according to type as follows:

	Series	Number
Old Models	273	10
	262	20
	133	30
	293	10
New Models		
Total		70

Model #133 has an engine interchangeable with military tank engines.

7. The main types of freight cars being produced in 1951 were two-axle cars:

Zsr	-	Boxcars;
Ussr	-	gondolas;
Utdr	-	gondolas with demountable sides.

These new two-axle gondolas have 30-ton loading capacity and weigh about 18 tons. A few special cars with from 6 to 16 axles were also built for the transport of heavy industrial production such as turbines. No new passenger cars were built.

8. Czechoslovakia has also bought a few locomotives abroad. The CSD bought about 50 of the Type 424 locomotives from Hungary in 1946, and a few ex-UNRRA locomotives from Poland. The UNRRA locomotives were a poor investment because they burned too much top quality coal.

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9. [ ] current CSD inventory statistics. In 1951, there were about 5,000 locomotives in Czechoslovakia, within a 10% margin of error. [ ] the total number of freight cars available to the CSD [ ] any useful estimate exists. Six inventories have been prepared since World War II, and the way in which they were compiled prevents them from being of much value. Cars were counted in two categories, serviceable and damaged. Serviceable cars include cars in service and in workshops, and damaged cars include cars that are both repairable and non-repairable. Two non-repairable cars were counted as one repairable car. In many cases, the wheels and axles alone existed for cars, two such non-repairable "cars" being entered in the inventory as one repairable damaged car. Obviously an inventory based on such listing would be of little value.

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10. About 25% of total CSD employment is female. In some categories it is much higher; 90% of the conductors are women. In many categories there are no women. However, women are employed in important jobs, eg, about 25% of the station train dispatchers are women.
11. Electrification of rail lines is about at the 1939 level. There is a shortage of electric power which must be overcome before electrification can proceed.
12. Material shortages are chronic but never critical. The coal supply is never abundant and 7-day iron reserves (untouchable) are maintained at most roundhouses (Hajsbauert). There is no high quality, or "black" coal. Locomotive fuel is a mixture of brown coal and lignite, which have a corrosive effect on boiler tubes, giving rise to a continuing shortage of tubes. Replacement tubes were still being provided by "cannibalization" of badly damaged locomotives. Obviously this can't continue indefinitely, but other sources will be found before cannibalization is exhausted.
13. The most important shortages are in the non-ferrous metals, (copper, tin, and lead) used chiefly in composition metals for bearing surfaces. The shortage is not critical and is

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50X1-HUM

- 3 -

alleviated in several ways, including the substitution of other metals. For example, fireboxes which formerly were built of copper, are now built of steel, which saves thousands of pounds of copper yearly.

14.

railway rates and fares [redacted] Czechoslovakia's were the highest in Europe. The fare for express train travel, for example, is now one koruna per kilometer, five times as expensive as it was in 1939: .20 koruna per kilometer. Nevertheless, railways are the cheapest medium of transportation in the country, chiefly because petroleum prices are so high. 50X1-HUM

- end -

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